

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-10. (Cancelled)

11. (New) Multistage transmission for an internal combustion engine comprising a disconnect-type clutch, a drive shaft, a driven shaft on which engaged gearwheels are arranged to achieve different gear steps, clutches arranged to be actuated via shift forks to move speed gears and to generate a frictional connection with the drive shaft, and at least one of a control cable and a gearshift linkage arrangement to effect gear change, wherein the gear pairs for the even gears and the odd gears are arranged side by side a dual clutch gear set, and shifter shafts are operable via at least one of a common selector control and a gearshift control system to implement an H-shift pattern for actuating the clutches of the even and odd gears.

12. (New) Multistage transmission as claimed in Claim 11, wherein the gearshift control system includes a gate element connected to a control cable or a gearshift linkage having at least one guide track, and for each of the shifter shafts a lever idler system, one end of which is coupled to the gate element and another end of which is coupled to the shifter shafts.

13. (New) Multistage transmission as claimed in Claim 12, wherein the one end of the idler system engages the at least one guide track via a guide pin, and the another end of the idler system engages a guide groove of a bushing fixed to the shifter shafts respectively via a guide pin.

14. (New) Multistage transmission as claimed in Claim 11, wherein shift fingers on the shifter shafts interact with shift openings of shift plates connected, respectively, to a shift fork such that rotary motion of the shifter shafts is converted into a linear motion of the selected shift plate or shift fork.

15. (New) Multistage transmission as claimed in Claim 14, wherein the shift plates each have two opposite located shift openings, wherein the shift fingers for a shift plate are axially and radially offset 180° relative to each other.

16. (New) Multistage transmission as claimed in Claim 12, wherein the selector control system has a lever element connected to the control cable or the gearshift linkage and to which the shifter shafts are coupled.

17. (New) Multistage transmission as claimed in Claim 16, wherein the ends of the lever element engage, respectively, with a guide groove of a bushing fixed to the shifter shafts via a guide pin.

18. (New) Multistage transmission as claimed in Claim 13, wherein the bushing and the selector control system is a single unit.

19. (New) Multistage transmission as claimed in Claim 17, wherein the bushing and the selector control system is a single unit.

20. Multistage transmission as claimed in Claim 11, wherein a locking shaft is associated with each of the shifter shafts, is axially guided via the respective shifter shaft and has a locking structure for non-selected ones of the shift forks.

21. (New) Multistage transmission as claimed in Claim 20, wherein the locking shaft includes locking pins, which engage in locking grooves of shift plates of the non-selected shift forks.